

[illegible]



DALLAS - FT. WORTH

CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

Paved Runways

NAME (NAM)

Unpaved Runways

NAME (NAM)

VOR

DLG 138.8

NDB

DCW 262

VOR-DME

KIP 110.7

NDB-DME

RMW 328

NAVIGATIONAL AIDS

VORTAC

PPS 121.8

AIRSPACE INFORMATION

CLASS B AIRSPACE

CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

70

CEILING IN HUNDREDS OF FEET MSL

30

FLOOR IN HUNDREDS OF FEET MSL

MODE C (SEE F.A.R. 91.215(A))

CLASS C AIRSPACE

MODE C (SEE F.A.R. 91.215(A))

CLASS C SURFACE AREA

CLASS D AIRSPACE

CLASS E (etc) AIRSPACE

SPECIAL USE AIRSPACE

Prohibited, Restricted, and Warning Areas, Canadian Advisory, Danger, and Restricted Areas

Alert Area and Military Operations Area (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE

2600

6700

IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

INSTRUCTIONS

Selected

2049

NAVIGATION

REFERENCE POINT

KOPR 366.32

W120°-36.91

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION

12256

Feature normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: MC KINNEY

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINES THROUGHOUT THE DALLAS-FT WORTH AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

THE ENTIRE DALLAS-FT WORTH AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC. THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE

ALL IFR and VFR MYTHS are shown, and may extend from the surface upwards. Only the route, direction, and direction of flight along the route and the route designator are depicted. Routes and altitudes are not shown.

Since these routes are subject to change every 90 days, and the charts are published every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment or the charted route controller will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

250 miles north to New Orleans 470 miles north to Dallas 300 miles south to Mexico City

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Class B Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airports are within Class E Airspace, including the airspace less than 1000 feet above the terrain and certain special use airspace areas.

DALLAS-FT WORTH CLASS B AIRSPACE

OPERATING RULES AND PILOT/WEATHER REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.121 are met, included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.

2. No person may take off or land a civil aircraft at the Dallas-Ft Worth International Airport unless the pilot in command holds at least a private pilot certificate.

3. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:

(a) The pilot in command holds at least a private pilot certificate or:

(b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.35.

4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.

5. An operable VOR or TACAN receiver for IFR operations.

6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS - Arrivals operating within the Dallas-Ft Worth Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS -

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating between the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC in the appropriate frequencies.

3. Aircraft clearing to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radio separation will be the primary standard used, approved visual and other secondary procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

CONVERSION OF ELEVATIONS

FEET

0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS



